



## Mobility-21

### LA County Moving Together Los Angeles County Transportation Summit Resolution No. 2002-01 November 18, 2002

#### Freight Movement in Los Angeles County

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Description: Resolution regarding the importance and role of freight movement within Los Angeles County.

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WHEREAS, Los Angeles County operates on a scale normally associated with states and countries and ranks as the 16<sup>th</sup> largest economy in the world with a Gross Domestic Product of \$339 billion in 2001; and

WHEREAS, Los Angeles County is considered a Global Gateway by the State of California; whose ports and airports handle the distribution of goods, locally, nationally, and internationally; and

WHEREAS, The freight industry employs 500,000 people, thus, is an important component of the Los Angeles County economy; and

WHEREAS, Los Angeles County's freight movement is expected to grow by more than 200% by 2020; and

WHEREAS, Insufficient rail line, intermodal facility capacity, and highway capacity exists to meet the projected freight growth; and

WHEREAS, Los Angeles County's stakeholders are faced with the challenge of balancing the mobility needs of people with the mobility requirements of goods; and

WHEREAS, Goods movement solutions will require an innovative and collaborative partnership between and among the freight industry, government and other stakeholders both locally and nationwide; and

WHEREAS, Los Angeles County needs to identify new sources of revenue; and

WHEREAS, Los Angeles County needs to accommodate forecasted freight growth; and

WHEREAS, Los Angeles County needs to ensure timely project delivery; and

WHEREAS, Los Angeles County needs to enhance public-private partnership; and

WHEREAS, Los Angeles County needs to address safety issues; and

WHEREAS, Los Angeles County needs to improve freight distribution in the region; and

WHEREAS, Los Angeles County needs to expand third-track rail and more near dock rail capacity; and

WHEREAS, Los Angeles County needs to continue to address environmental concerns; and

WHEREAS, Los Angeles County needs to promote efficient use of existing infrastructure (business practices).

NOW, THEREFORE, BE IT RESOLVED BY THE Mobility-21 Coalition:

THAT Mobility-21 endorses the State of California and Los Angeles County Metropolitan Transportation Authority Consensus Principles for Reauthorization of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21), as both address the multi-modal transportation needs of Los Angeles County; and

THAT Mobility-21 acknowledges that addressing freight infrastructure funding is a national issue which requires national solutions; and

THAT Mobility-21 endorses advocating for Los Angeles County goods movement needs through national proposals for new and innovative financial initiatives similar to the Transportation Finance Corporation proposed by AASHTO and the National Freight Security and Infrastructure Bank proposed by California State Senator Betty Karnette; and

THAT Mobility-21 seeks new federal funding for freight research, modeling, operations, management planning programs, and for freight-related education and training programs; and

THAT Mobility-21 endorses a partnership between the freight industry and public sector in: a) examining future freight needs, strategies, and alternatives; b) considering freight related needs in transportation plans and corridor studies; and c) developing consensus on goods movement projects, programs, and operational strategies that improve mobility and air quality; and

THAT Mobility-21 endorses coordinating with regional transportation partners to improve project delivery on major capital projects; and

THAT Mobility-21 endorses enhancing existing multi-jurisdictional freight advisory committees or working groups that include private sector representatives; and

THAT Mobility-21 endorses creating a statewide master-plan for a regional agenda, and a statewide public/private coalition that is united and speaks with one voice to Washington, DC; and

THAT Mobility-21 endorses identifying non-traditional funding sources that are dedicated specifically for freight projects to reduce traffic congestion, improve air quality, addresses safety issues and demonstrates the benefit for additional funding (e.g. productivity gains); and

THAT Mobility-21 endorses improving collaboration between public and private sectors in the freight industry; and

THAT Mobility-21 endorses a two-fold strategy to address operational and infrastructure issues for reducing truck/traffic congestion to improve the mobility of freight and people; and

THAT Mobility-21 endorses establishing a private/public steering committee to develop a mitigation strategy for reducing traffic congestion during peak hours (i.e. night hours); and

THAT Mobility-21 endorses lobbying to ensure federal and state funding is flexible enough to meet regional needs (e.g. promote use of CMAQ funds for freight related projects); and

THAT Mobility-21 endorses ensuring that all freight related projects include a recommendation to address quality of life neighborhood, livable communities and environmental justice issues; and

THAT Mobility-21 endorses identifying a committed group of freight industry leaders who will lobby to lead and support freight funding initiatives; and

THAT Mobility-21 endorses a comprehensive multi-modal freight program to include airports, highways, railways, ports, inter-modal facilities, and their inter-modal connectors; and

THAT Mobility-21 endorses continuing to support funding for needed infrastructure improvements (e.g. I-710, SR 60, railroads, etc), and IT/ITS to improve traffic flow (i.e. inter-modal connectors, highways, terminals, etc), and identifies infrastructure improvements through a prioritization process; and

THAT this resolution shall be widely circulated to interested parties to include the Los Angeles County congressional delegation, the Governor, members of the California legislature, the cities within the County, the media and others, and is so accordingly Ordered.

PASSED AND APPROVED BY THE Mobility-21 Coalition, this 18<sup>th</sup> day of November, 2002.

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